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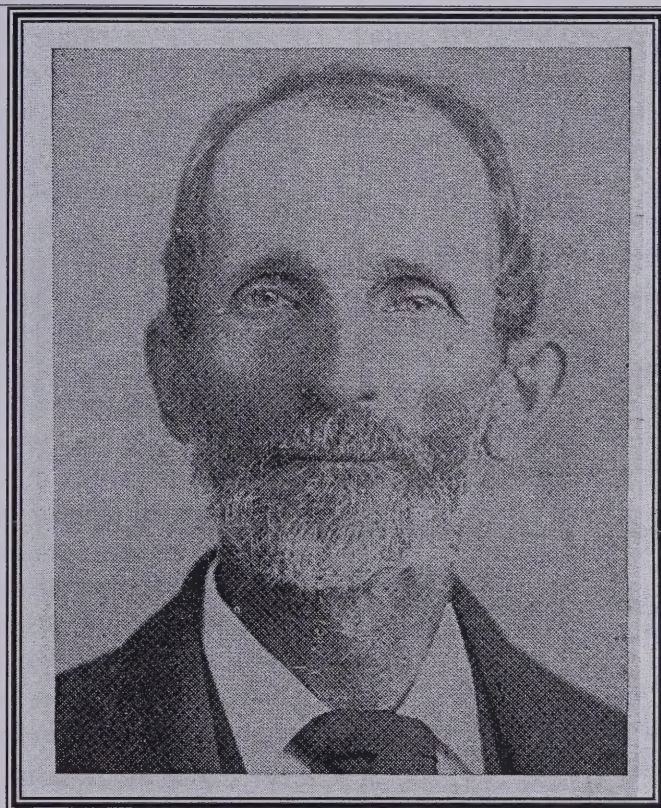
October 2012

## COMING EVENTS AT LOBRANO HOUSE

"Thrice the brinded cat hath mewed./ Thrice and once the hedge pig whined./ Harpier cries, 'Tis time, 'tis time.' / Round about the caldron go;/ In the poisoned entrails throw..../ Double, double toil and trouble;/ Fire burn, and caldron bubble./ Fillet of a fenny snake,/ In the caldron boil and bake;.../Double, double toil and trouble;/ Fire burn, and caldron bubble..../...Add thereto a tiger's chaudron,/ For the ingredients of our caldron./ Double, double toil and trouble;/ Fire burn, and caldron bubble."—The Three Witches, *Macbeth*, Act IV, scene 1.

Join us for the 19th Annual Cemetery Tour on Wednesday, October 31, 2012, at Cedar Rest Cemetery in Bay Saint Louis. The fun begins at 5:30 P. M. and continues until 8:00 P. M. Admission to the tour is free, but donations are graciously accepted.

After the tour everyone is invited to the Lobrano House around the corner from the cemetery at 108 Cue St. for punch, cookies, and other treats.



Henry Weston  
01/09/1823-10/29/1912

## Did You Know This about Hancock County?

By  
Scott Bagley

Did you know that this October 29th will mark the one hundredth anniversary of the death of Henry Weston, one of the most successful and well-known businessmen in the history of Hancock County? Born

in Skowhegan Island, Maine, in 1823, Henry Weston moved to New Orleans in early 1846 looking for business opportunities and a healthier climate. (His family had a history of suffering from tuberculosis.) While looking for a possible job on the wharf in New Orleans, Weston noticed a schooner hauling lumber from Gainesville, Mississippi. The captain of the schooner told him of the booming logging industry in the neighboring state. Having been hired as deck hand, Weston left



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New Orleans on that very schooner on its return trip to Gainesville.

Almost immediately upon his arrival in Mississippi, he was hired by Captain William J. "Bill" Poitevent of the Poitevent and Favre Lumber Company for forty-nine dollars a month. He had some experience in sawmill work, having worked in his father's mill in Maine after school hours and during vacation. Weston's talent and ambition soon resulted in his being named the "sawyer," the most prestigious and highest paid job at the mill. Word spread quickly about this first class sawyer, prompting his being hired as manager of Judge David Robert Wingate's sawmill in Logtown, Mississippi, in July of 1846.

While enjoying his work, Weston found the culinary habits of the area rather perplexing. He wrote to his brother Levi in early 1947: "They live too well in the country for me. They kill everything with pepper and salt and spices and mix it so that you could not tell what the original is. We breakfast at 7, din [sic] at 2. A great many dine at 3. Sup at 6. So you see that they have 7 hours between breakfast and dinner and that we eat too much dinner every day."

Weston continued to operate the Wingate Mill even as ownership of the mill changed. In 1856 Weston himself obtained an ownership interest in the mill, and by the time of the Civil War, he and his partners had full ownership of this Logtown mill as well as a large tract of land adjacent thereto. In addition to the mill and the land,

Weston and his partners owned \$20,000 worth of slaves. (At that time almost all the laborers in the mill—with the exception of foremen and sawyers—were slaves.) Each partner was drawing \$5000 per year salary, an enormous amount for the time. Lumber business profits prior to the Civil War were large compared to investment and labor costs. In a rare boast, Weston said he "made money like smoke."

In 1858 Weston married Lois Angela Mead, whose father, a Gainesville doctor, was originally from Massachusetts. They made their home in what was once the D. R. Wingate residence in Logtown, and it was here that all of their nine children were born. This house, demolished a century later because it was located in the buffer zone of the Stennis Space Center, was said to have been the second oldest one in Hancock County. It was built of heart pine and was located in a setting of massive oak trees and shrubs.

The mill, under the name of the W. W. Carré Company, continued operations during the early part of the Civil War, but in 1862, with the capture of New Orleans and with its markets blocked, the mill closed, and its equipment was buried in the forests of southern Mississippi for the remainder of the war. With the mill closed, Weston tried his hand at farming and other things including being appointed Captain of the Patrol for an area along the Pearl River. The Patrol was formed to protect citizens (particularly widows and women whose husbands were at





Two views of the Weston Mill in Logtown

war) from irregulars and jay-hawkers.

After the war, the mill resumed operations and began to prosper again. In 1874 Weston bought out his partners and became sole owner of the mill. In 1888 the company was incorporated as the H. Weston Lumber Company with two new partners, John Sidney Otis and H. U. Beech.

The immense plant and lumberyard of the H. Weston Lumber Company covered over thirty acres and approximately one mile of waterfront along the Pearl River. The company also operated its own electric light system and railroad with forty miles of standard gauge track. In addition, the company owned a fleet of four sailing vessels, five steamboats, and eight barges. To maintain this large fleet, the company had its own shipyard, capable of handling

vessels up to one hundred tons.

For a number of decades, this lumber company was one of the largest employers in Hancock County expanding markets from domestic to international with much of its lumber going to South America and Europe. At its peak the company's holdings were almost two million acres in Mississippi,

Louisiana, Mexico, Oregon, and British Columbia. At one point this firm was purported to be the largest lumber company in the world.

Henry Weston died on October 29, 1912, in Logtown at the age of eighty-nine. This human import from Maine spent a total of sixty-four years in the lumber business—a business that would make him a multimillionaire. After Weston's death two of his sons, Horatio Stephen and John Henry, took over operation of the company until it ceased operations in 1925, closing completely in 1930.

Now but an echo and a few footprints in the area, the H. Weston Lumber Company and its owner remain a big part of Hancock County history.

#### SOURCES:

Scharff, Robert G. *Louisiana's Loss, Mississippi's Gain*. Lawrenceville, VA: Brunswick Publishing Corp., 1999.

*Sea Coast Echo*. "Golden Jubilee Edition, 1942.

*Sketch Book of Hancock County*. New Orleans: The Southern Manufacturer, n. d.



Workers at the Weston Sawmill in Logtown



## The Bicycle Craze in Hancock County

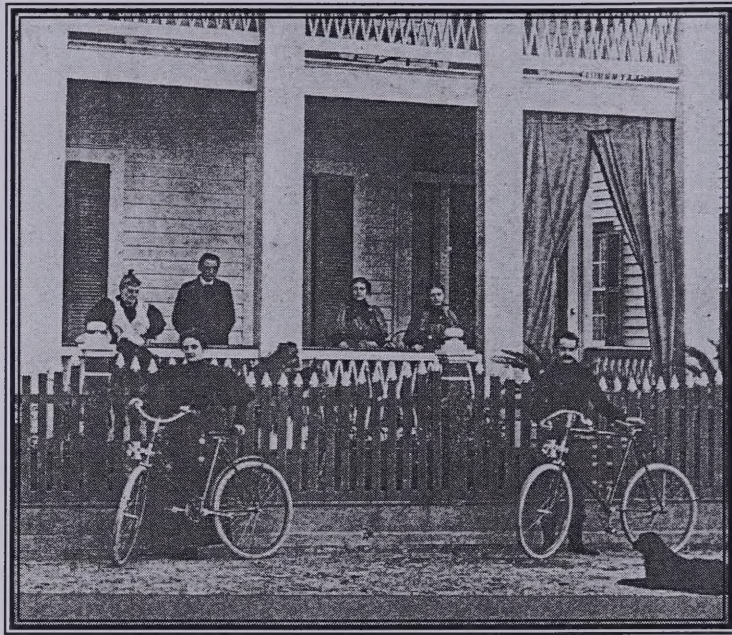
By  
Eddie Coleman

After its invention in Germany in the early 1800's, the bicycle went through several modifications and updates to enter the "Golden Age of Bicycles" in the 1890's. Between 1890 and 1895 the bicycle craze came to Hancock County.

Even though the fad arrived in the county, no one in the area owned a bicycle at that time. To solve the problem, a man named Mortimer Walker opened a bicycle shop in Bay St. Louis, renting the machines for twenty-five cents an hour. Public interest became so intense that W. J. Watts of Chattanooga, TN, the inventor of the chainless bicycle mechanism, retired to Bay St. Louis in the early 1900's and opened a bicycle repair shop on the beach.

Although it was considered terribly daring for a young lady to ride a bicycle, ride them they did. They even joined the numerous bicycle clubs, formed in Bay St. Louis and Pearlinton, which were open to men, women, and children.

Further, during the spring of 1896, bicycles became so popular and numerous that Bay St. Louis enacted an ordinance regulating their use, requiring "lamps" after dark, and prohibiting their being ridden on sidewalks. Even the *Sea Coast Echo* ran a front page editorial condemning speeding bicyclers and requesting the riders to "stop it."



Two members of the de Montluzin family are prepared for their bicycle outing in the 1890's.

Ultimately, they did "stop it." As with most fads something new came along, and interest in bicycles succumbed to the popularity of the automobile.

### SOURCES:

*The Daily Herald* (Biloxi, MS). July 29, 1958.

The M. James Stevens Collection. Vertical file. Hancock County Historical Society.



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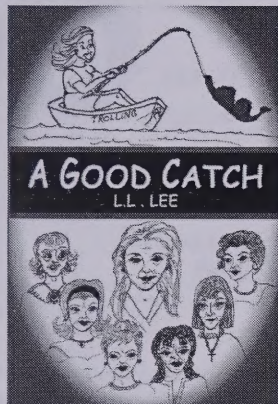
## ALICE MOSELEY FOLK ART AND ANTIQUE MUSEUM

Small family museums tend to wither and die along with the family members, unless public – private partnerships are created. Three years ago, I presented the mayor with a proposal, subject to the approval and acceptance of it by the city Council and tourism officials. My proposal was that the Alice Moseley Folk Art and Antique Museum continue as a tourist attraction and tourism destination in Bay St. Louis. The museum would be operated by a Board of Directors made up of tourism business owners from the Old Town Merchants and Depot District Associations. In my proposal, I agreed to transfer ownership to the Board from my personal holdings: 50 Alice Moseley original paintings; my antique collection; my three vacation rentals; and, upon my death, the balance of my estate. It has been a long and stressful journey. Quite frankly, I should have gone public long ago, asking citizens and past visitors to the Museum to provide feedback and help Council members decide whether or not to accept or reject my proposal. My mother wanted her museum to be in Bay St. Louis, and she was very appreciative of the love and support she received in the 15 years she lived here. I find it hard to believe that City Council members see no value in having the Alice Moseley Museum remain here as a proven tourism draw. All I am asking of the city is that they provide underused space in the Bookter St. end of the Train Depot. At this point, I have heard Council support for the Museum from only Wendy McDonald. The good news is that several supporters of Miss Alice are meeting at 214 Bookter St. on Wednesday to organize a "COME HOME MISS ALICE COMMITTEE." In addition, the Mayor is giving my proposal to the Council at tomorrow's council meeting and my proposal will be voted up or down at the October 16 Council meeting. We want and need your help very much. My original proposal was made subject to Council approval and right now I KNOW OF ONLY ONE VOTE OF THE FOUR NEEDED FOR MY OFFER TO BE ACCEPTED. Please help!.

Tim Moseley







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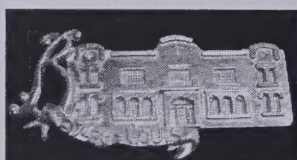
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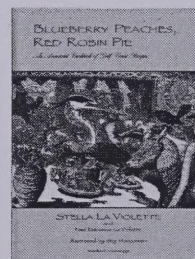
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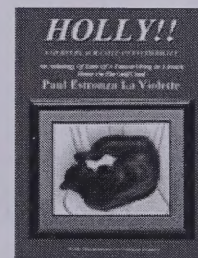


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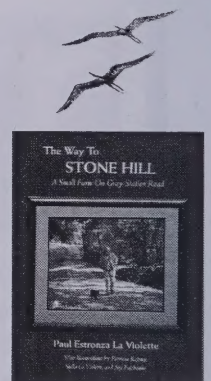
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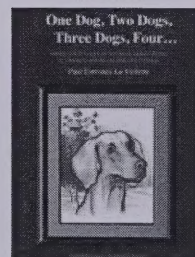
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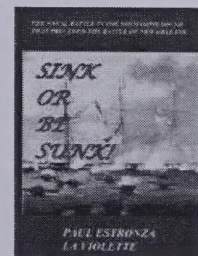
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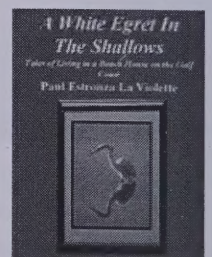
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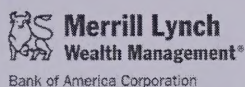
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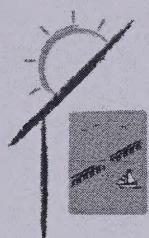
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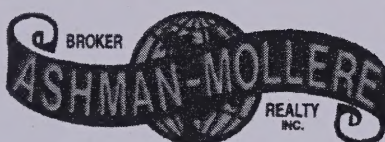
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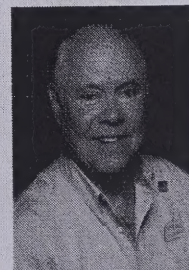
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